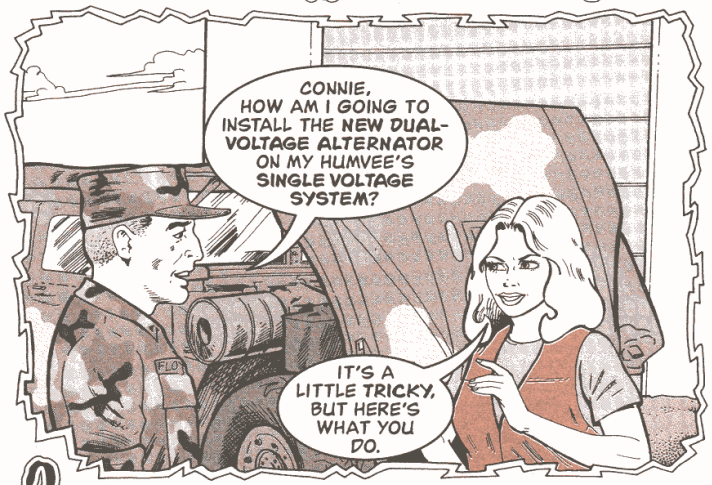
INSTALLING NEW ALTERNATORS



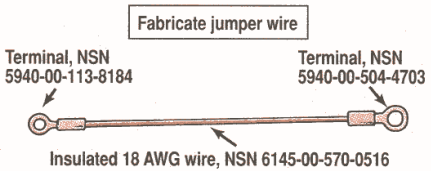
Original equipment alternators (100- and 200-amp) for your HMMWV are no longer available.

Their replacements, NSN 2920-01-407-0532 (100-amp) and NSN 2920-01-420-9968 (200-amp), are the dual-voltage alternators used on A2 and M1113/M1114 expanded capacity models that have electronic-controlled transmissions.

These new alternators (and the regulators that go with them) will be used on **all** HMMWVs once the older ones are used up.

To use them with basic and A1 model HMMWVs, which are single voltage systems, however, you must ground the +14V terminal of the 100-amp dual voltage regulator, NSN 2920-01-429-9591 and the 200-amp dual voltage regulator, NSN 2920-01-415-9497. Here's how:

1. Fabricate a ground jumper wire. You need a 9 3/4-in piece of AWG 18 wire, NSN 6145-00-570-0516, and two terminals. One terminal, NSN 5940-00-113-8184, is about 1/4 inch in diameter; the other, NSN 5940-00-504-4703, is about 5/16 inch in diameter.

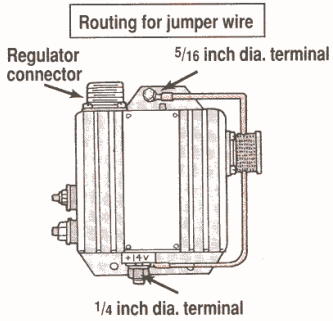


2. Hook up wire 2A to the AC terminal and wire 3B to the alternator ground. When installing a 100-amp dual voltage alternator, hook up wire 568A to the ignition/energize terminal and wire 5A to the alternator's positive terminal.

When installing the 200-amp dual voltage alternator, hook up wire 5A to the ignition/energize terminal and wire 6E to the alternator's positive terminal. Wire 568 gets tied back and plugged.

3. If you are installing a dual voltage regulator on a single voltage alternator, leave the cap on the phase connector since it is not used. If you are installing a dual voltage regulator on a dual voltage alternator, keep the phase connector connected to the alternator.

4. Connect the jumper wire from the +14V regulator terminal to the alternator ground terminal. Use the original hardware, torquing the +14V end to 90 in-lbs and the ground end to 30 lbs-in.



No Stress for Geared Hub Plug

Give the magnetic drain plug on your HMMWV's geared hubs a break when you remove or install it.

The plug gets a lot of action. The hubs are drained during every semiannual service, before any repair involving the geared hub and after any operation where water contaminates the gear oil.

Very little torque—8 to 13 lb-ft—is required to keep the plug in place. That's like finger-tight plus a little twist of the wrench.

Use a 3/8-in hex head socket drive to remove the plug. You'll round off the plug head with anything else, making the removal job much harder next time.